

THE CHEYENNE TRANSPORTER.

ESTABLISHED 1879.

MAFFETT & MERRITT,
Editors and Proprietors.

SUBSCRIPTION, \$1 PER YEAR IN ADVANCE

CHEYENNE AND ARAPAHOE AGENCY,
Darlington, Indian Ter

PERSONS AND THINGS.

AN oak tree recently cut down near Visalia, Cal., turned out 44 cords of wood and 153 fence-posts.

A MOUNTAIN of pure marble of brilliant colors was recently discovered in Swain county, South Carolina.

A CLUB has been formed at New York which will admit to membership only those who claim Canadian citizenship.

ALTHOUGH the island of Jersey is not more than thirteen miles in length and six miles in breadth, it possesses nearly five hundred miles of road.

AN old resident of Cromwell, near Middletown, Conn., has taken 111 bodies of drowned persons from the Connecticut river in that vicinity.

AN improvement is noted in grinding stones and emery wheels, by which the wheel is given a reciprocating lateral motion in addition to its rotation.

ACCORDING to a reliable Texas journal, fish are so plentiful in Canada that in order to tell a first-class lie a sportsman must swear he didn't catch any.

MANITOBA, according to Dominion statistics, is the most criminal of the provinces. There is one indictable offence for each 660 of the population.

REV. DR. A. A. MINER, of the Columbus Avenue Universalist Church, Boston, last Sunday celebrated the thirty-eighth anniversary of his pastorate.

TWELVE varieties of fish may be caught in the waters of Lake Superior. They are the whitefish, herring, pickerel, pike, sturgeon, red and common siskewet, small and large brook trout, suckers, and perch.

HON. ELLIS H. ROBERTS, of *The Ulica Herald* is credited with being, in point of unbroken direction of the same newspaper, the dean of the State press. He has been at the head of *The Herald* thirty-five years.

A NEW GEM, called the spinel, has been found in North Carolina. It has an orange color, and is transparent and brilliant. Held in the sunlight it seems to have all the sparks that lend brilliance to the fire-opal.

It is said that if a person whose clothes are on fire will lie down in a horizontal position the fire will be unable to do any immediate damage, giving the victim plenty of time to divest himself of his clothing.

GEORGIA, Mississippi, and Alabama, being now subject to liquor prohibition, or that peculiar form of prohibitory legislation which goes by the name of local option, offset the three northern states of Maine, Iowa, and Kansas.

REPRESENTATIVE GEORGE TALIAFERRO BARNES, of Georgia, otherwise "Br'er Tarrypin," is said to be the biggest man in congress, weighing 300 pounds and measuring five feet five inches in diameter in every direction.

MR. R. M. T. HUNTER, ex-member of ex-Jefferson Davis' ex-cabinet, is very old, and said to be very poor.

SWINDLING THE GOVERNMENT.

How Canceled Stamps are Cleaned and Used a Second Time.

"The most troublesome offenders against government laws are the experts who use canceled postage-stamps," said a postoffice official the other day. "They have a system of washing out the cancellation marks that is so successful as to make detection almost impossible. In the offices of large cities like New York and Chicago, where so many letters are handled daily, and where rapidity is the most desirable feature, it is impossible for the men who cancel stamps to examine each one carefully. Then, too, a great deal of the work is done by gas-light, and this is a point which tends to aid the conspirator against the government's income."

"Anyone who has seen a postoffice employe in the New York office grab a bundle of letters and cancel the stamps with lightning-like rapidity can readily see how impossible it is for him to detect bad stamps unless they are particularly bad. The men engaged in the business of using canceled stamps are extremely clever. They have an acid in which they wash the stamps. The acid acts upon the cancellation marks, and not upon the colors of the stamp. In this way a stamp that has once been used is relieved almost entirely of its black marks. If any black remains after the washing process, the operator takes a sharp knife, which he has made for the purpose, and deftly scratches the stamp until the remaining black marks are almost, if not entirely, removed. This can be done readily when the marks are upon the bald head or face of the historic personage whose vignette adorns the stamp, as this portion is white; and upon a white space the stamp can be scratched until it is nearly through without detection."

"Another clever trick that is employed is the cutting of stamps. Often in the hurry of postoffice work the cancellation-mark does not cover the stamp, but falls only upon one corner, the rest going upon the envelope. The operator takes a stamp that has a black mark, say upon the left-hand lower corner. He carefully cuts a square piece out of that corner, making it large enough to cut away all of the canceled portion. He then secures a stamp on which the cancellation mark has fallen in some other corner. He carefully cuts out the same-sized square from the lower left-hand corner of this stamp, and joining it with the first stamp he has a whole stamp upon which there are no cancellation marks. These stamps are used upon packages which are tied with a string, and the string is ingeniously placed over the cut stamps."

"Take any package of a dozen letters and you will see how easy it is to find stamps for this business." As he spoke the official drew from his pocket a bundle of half a dozen letters. Upon the first letter the cancellation mark was only upon the lower right corner of the stamp. The second was canceled completely, and the third was marked only upon the upper left-hand corner. So a combination could have been easily made with the stamps upon the first and third letters.

"Many of these operators," continued the official, "grew expert in the work. They have clever tools and the right kind of mucilage, and some go even so far as to have coloring processes for touching up a Garfield black eye or a Washington soiled cheek. What do they do with the worked-over stamps? They do not sell them, as many suppose, and that fact renders detection more difficult. When a man becomes successful in working over canceled stamps he endeavors to get into some business which will require the sending and receipt of many registered letters and packages. The most popular scheme is to go into the cheap jewelry and fancy-trick business. The operator lays in a stock of the cheapest kind of jewelry and advertises thoroughly through the country, especially in rural districts. A gold watch with chain and charm for \$4.50 is a bait that catches a great many green speculators, and as they are instructed to send remittances by registered letter, the operator receives a number of 5 and 10-cent stamps. These stamps he operates on, and when he returns the jewelry he pays the postage in whole or in part with canceled

stamps. He makes 100 or 200 per cent. on the jewelry, and does a thriving business in illegal stamps at the same time.

"Ah, yes, there are a great many in the business, and their success is wonderful. All that we can do is to keep on the lookout and catch one of them when we can. We get an idea that a man is doing crooked work, and then watch him. When we once get an idea it does not take us long to ascertain the truth. Whenever the person presents a package for registration we have it held for inspection, and if there are canceled stamps upon it we are pretty sure to find them. Often the bad stamps are detected before they reach the cancellation clerks. When they are being taken from the receiving-baskets they are sometimes detected. There is now awaiting the action of the grand jury a man who is held for doing a rushing business in canceled stamps from his store on Broadway. He followed the usual plan."—*New York Star*.

Horace Taylor's Monkey.

Most of the readers of the *Sun* have heard of Horace A. Taylor of Hudson, Wisconsin, who was for some years consul at Marseilles, France. When Mr. Taylor established the precedent of resigning a foreign position, and returned to his native land with his family, he brought with him a small monkey which had been purchased in France, an affectionate little thing about as large as a small rag baby. It was placed in a basket after arriving in New York, and the family came through in a Pullman sleeper. There being rules against the transportation of live animals on Pullman cars, Mr. Taylor's people kept him under the seat in a small basket. The first night the porter suspected that there was something wrong in the basket. On previous occasions he had found that travelers had smuggled dogs under the seat, and by making a fuss about it he usually got a fee from the owner of the dog. It occurred to him to investigate the basket. He took hold of it, raised the cover and something jumped out. The colored man dropped the basket and went back to his place with visions of a small child's face flying about the car. He had seen the face of the monkey in the dim light, and he thought that some orphan asylum had lost a promising member. The monkey ran through the car, attempting to find his friend. Mr. Taylor heard the monkey squeal and was satisfied that it had escaped, so he got up, and attired in his night cap, searched for the monkey. There was a fat man in a berth adjoining Mr. Taylor's, who had been snoring in a loud tone of voice, and the snore suddenly ceased. Mr. Taylor thought that it might be possible that the monkey was the cause of the pause, and he drew the curtains of the berth aside and looked in. The monkey was sitting on the breast of the fat man, and the eyes of the fat man were open and sticking out far enough to hang a hat on. His face was red and pale by turns, and he was evidently considerably worked up. Mr. Taylor said: "Partner, I guess I will take this monkey away." The man looked at Mr. Taylor and said, "Doctor, I am satisfied that you mean kindly, you are traing to make me believe that there is a monkey here; but I have got them, and I know it. Now, if there is anything in your medicine case, give it to me, but don't waste time trying to tell me that there is a monkey here." Mr. Taylor tried to reassure him, and tell him that he need not be alarmed about his condition, and he reached up to take the monkey off. The fat man reached up and said, "Doc, just give me a little whisky and it will be all right." Then, Mr. Taylor, who felt sorry for the man, put the monkey back in its basket, opened his valise and brought out a bottle of brandy, such as all republicans bring from France on their way home, and told the victim that he would feel better after taking it. The man drank the brandy, rolled over and went to sleep, nothing further was said about the monkey, and to this day that fat man thinks that he had the narrowest escape from jim jams a man ever had in the world.—*Peck's Sun*.

In sinking pits in Bladen county, North Carolina, workmen have come to massive walls of stone and cement at a great depth below the ground. There is no record of any building having been built there within a generation.

FAST STEAMERS.

Why the Express Trains of the Sea Do Not Pay.

Since the loss of the Cunard steamer Oregon the transatlantic steamship companies having their western terminus in New York have been carefully considering the enormous outlay required by the fast steamships, and trying to solve the question whether these express trains of the sea can be made to pay.

"To my mind," said a prominent member of the maritime-exchange the other day, "it is impossible to get even on these greyhounds, let alone making anything out of them. The first cost of a steamer like the Oregon can be counted in round numbers at \$1,000,000. The increase in cost, however, is not the only thing to be considered. The expense of running these enormous ships is also increased. To man one of them requires a crew of much greater numbers in proportion than is necessary to navigate a vessel, say, of 5,000 tons burden. Besides this they burn more than 300 tons of coal daily, which is an important item, not only on account of its cost, but because of the room necessary for the coal-bunkers, which might be more profitably used for the storing of freight. Another requisite for success is that the engines shall be of very high power. This means enormous size, and must necessitate further contraction of hold space in order that the machinery may be accommodated. Finally, these fast steamers must of necessity be laid up during the winter months, or if run at all must be run at a loss. Does it pay, then, to build these steamships because they will make the trip between New York and Queens-town in a little over six days, when vessels costing very much less to build and at least one third less to maintain will make the voyage in less than eight days? I think not."

"If, as has been the case occasionally with some of the fast ships now running, five or six hundred saloon passengers could be carried every trip, then these vessels would yield a handsome profit to their owners, but this is impossible. The steamship companies have been engaged in an experimental solution of this problem since 1882, when the Alaska and Arizona made their phenomenal fast trips. Several of them waged their existence on the belief that fast ships could be made to pay. What is the result? The Inman line lost the City of Rome, which is now run by the Anchor line, and Williams & Guion, the pioneers in the fast sailing service, came to grief, and were also compelled to let go of their pride, the Oregon, which was purchased by the Cunard company, and now lies at the bottom of the deep, a martyr to this insatiable desire for speed on the ocean. The fast steamers of the North German Lloyd and Cunard steamers may pay running expenses, but I doubt it. The nearest approach to success in this particular is perhaps the America, of the National line. Being of a yacht model she burns very little coal, and is run at comparatively small cost. But while she is classed among the speedy vessels, she can hardly be said to belong to the big ones. As it is, she can not be run to any advantage in the winter months. Her capacity for freight is very limited, and unless she carries a fine complement of passengers, for which trade she was built, she must make the voyage only at a loss. When this question is fairly settled I believe it will be found that those vessels that make the trip between the old world and the new in about eight days will be found to be the most profitable. As a rule they burn less than two hundred tons of coal in a day, and can carry comfortably three hundred passengers. This problem has considerable interest for the traveling public, but I believe it will soon be an accepted fact that what the larger and swifter vessels gain in speed and capacity is done at too great an expense, which expense the traveling public must eventually pay."—*Cor. Boston Advertiser*.

Might Have Been Worse.

Æsthetic Young lady—"Can you conceive of anything more sombrely and poetically solemn than the denouement of Romeo and Juliet? Could the poet have made their fate more weirdly tragic?"
Cynical Bachelor—"Oh, yes; he might have married them."—*The Hatchet*.